REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: Sep 15 2006 **ARC REVIEW CODE**: R608142

TO: Mayor Shirley Franklin
ATTN TO: Michael Fleming, Planner
FROM: Charles Krautler, Director

NOTE: This is digital signature. Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Atlanta
Name of Proposal: **Technology Enterprise Park**

Review Type: Development of Regional Impact	**Date Opened:** Aug 14 2006	**Date Closed:** Sep 15 2006

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The project is located in an area of central Atlanta that is ready for redevelopment. The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. The additional employment opportunities in the area will provide options for individuals to live and work within close proximity to one another.
The proposed development is located within the Upper Westside LCI, and therefore, should meet the goals and policies set forth in the LCI study, as well as ARC's Regional Development Plan Policies. Based on staff review of the LCI plan for the Upper Westside, the proposed development meets many of the goals of the LCI plan and implements many of the recommendations for the character area which the proposed development is located.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
DEKALB COUNTY
ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY

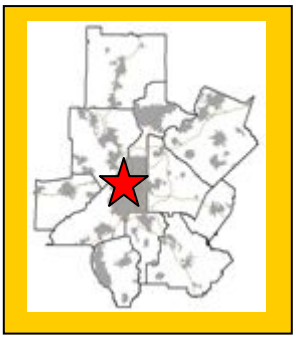
If you have any questions regarding this review, Please call Mike Alexander, Review Coordinator, at (404) 463-3302. This finding will be published to the ARC website.

The ARC review website is located at: http://www.atlantaregional.com/landuse/ .

Preliminary Report:	August 14, 2006	**DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT**	Project:	Technology Enterprise Park #1144
Final Report Due:	September 15, 2006		Comments Due By:	August 28, 2006

FINAL REPORT SUMMARY

PROPOSED DEVELOPMENT:



The proposed Technology Enterprise Park is a mixed use development on 11.84 acres in the City of Atlanta. The proposed development will include 627,700 square feet of research and office space and 15,000 square feet of retail and specialty use. An existing 41,500 square foot warehouse is currently located on the eastern portion of the site with 13,500 square feet currently leased and 28,000 square feet unoccupied. There are three proposed access points along Northyards Boulevard and Technology Circle.

PROJECT PHASING:

The project is being proposed in one phase with a project build out date for 2013.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned I -2 (heavy industrial). The site does not need to be rezoned. The DRI trigger for this development is a variance request for the mixed use development Information submitted for the review states that the proposed development is consistent with the City of Atlanta's Future Land Use Plan, which designates the area as industrial.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received concerning impacts to the implementation of any local government's short term work program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within two miles radius of the proposed project.

2005	**55 Ivan Allen**
2004	**Peachtree Portal**
2003	**The Georgia Aquarium**
2001	**Midtown Park**
2001	**Bellsouth Midtown Center**
2000	**Midtown West Marietta St MUD**
1992	**GLG Park Plaza**
1990	**C & S Plaza**
1989	**One Peachtree Center**
1987	**Inforum**

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is mostly undeveloped; however, there is a 41,500 square foot existing warehouse located along the east side of the site and construction of a second building is underway in the northwest quadrant of the site.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The project is located in an area of central Atlanta that is ready for redevelopment. The ARC forecasts population and employment growth in the City of Atlanta over the next 25 years. ARC forecasts an employment base greater than 45,000 jobs in northwest Atlanta. The additional employment opportunities in the area will provide options for individuals to live and work within close proximity to one another.

The proposed development is located within the Upper Westside LCI, and therefore, should meet the goals and policies set forth in the LCI study, as well as ARC's Regional Development Plan Policies. Based on staff review of the LCI plan for the Upper Westside, the proposed development meets many of the goals of the LCI plan and implements many of the recommendations for the character area which the proposed development is located.

The Upper Westside LCI Study has several goals that include preserving and expanding upon a diverse urban environment, improving pedestrian access, supporting a variety of lifestyles by promoting mixed use development and permitting live-work arrangements, providing adequate open space through parks and greenways, including a diversity of employment options, and supporting mass transit options.

The proposed development is located in the arts/recreation/education character area in the LCI study. This character area emphasizes a more pedestrian friendly mixed use environment and stronger physical links between the Georgia Tech campus and the Upper Westside. Land use patterns should emphasize stronger orientation to the public realm and the addition of supporting retail and possibly live-work spaces. The LCI Study accounts for incubator space in the study are to facilitate the start-up and growth of science and technology based businesses.

FINAL REPORT

Regional Development Plan Policies

1. Promote sustainable economic growth in all areas of the region.

2. Encourage development within principal transportation corridors, the Central Business District, activity centers, and town centers.

3. Increase opportunities for mixed use development, transit-oriented development, infill and redevelopment.

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy-efficient development.

11. Protect environmentally-senstive areas including wetlands, floodplains, small water supply watersheds, rivers, and corridors.

12. Increase the amount, quality, connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resouces.

14. Through regional infrastructure planning, discourage growth in undeveloped areas.

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

16. Inform and involve the public in planning at regional, local, and neighborhood levels.

17. Coordinate local policies and regulations to support Regional Policies.

18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.
Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The project is located in the City of Atlanta. The project site approximately 11.84 acres located along the south side of North Avenue, and the east side of Northyards Boulevard.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City of Atlanta.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

The proposed development is surrounded by existing industrial and residential uses.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $175 million. Expected in annual local tax revenues were not submitted for the review.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

None were determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed Protection and Stream Buffers

The property is in the Proctor Creek watershed. The USGS coverage for the area shows no streams on or near the property. Any unmapped streams that may be on the property will be subject to the City of Atlanta's stream buffer ordinance, which requires a 75-foot buffer along perennial and intermittent streams. Further, any state waters that may be on the property will be subject to the 25-foot Erosion and Sedimentation Act buffers, which are administered by the Environmental Protection Division of Georgia DNR. Any work within these buffers will require a variance from Georgia EPD.

Stormwater / Water Quality

The project is located in a dense urban area and stormwater may be handled by the City stormwater system. If on-site stormwater detention is required, the project design should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. The amount of pollutants that will be produced after construction of the proposed development has been estimated by ARC. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on regional storm water monitoring data from the Atlanta Region with impervious areas based on estimated averages for land uses in the Atlanta Region. If actual impervious percentages are higher or lower than the estimate, the pollutant loads will differ accordingly. The project is being built over a previously developed site that has been graded and now appears to be mostly hardpan. Given the coverage of the proposed project, office/light industrial was chosen as the use for the entire property. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Office/Light Industrial	**11.84**	**15.27**	**202.82**	**1349.76**	**8382.72**	**17.52**	**2.25**

TOTAL	**11.84**	**15.27**	**202.82**	**1349.76**	**8382.72**	**17.52**	**2.25**

Total Impervious = 70%

If on-site detention is used, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

Access to the development is proposed at three locations.

- One full-movement driveway along Northyards Boulevard.
- One driveway along the southern edge of the property off the northwest portion of the Northyards Boulevard cul-de-sac.
- A connection to an existing driveway off the eastern portion of the Northyards Boulevard cul-de-sac will be provided.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

Kimley-Horn and Associates performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
627,600 sq ft Research and Development Center	579	119	698	91	515	606	4548
15,000 sq ft Retail Space	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Reductions	-41	-8	-49	-6	-36	-42	-318
TOTAL NEW TRIPS	**538**	**111**	**649**	**85**	**479**	**564**	**4230**

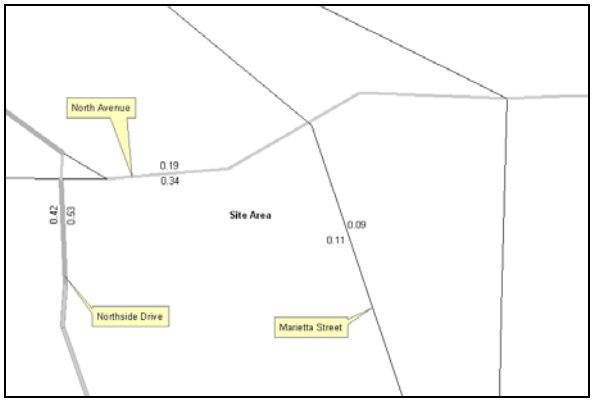
* Trips generated by the retail portion of the proposed development are internal since this space is only expected to serve the development. Therefore, trips generated by the retail portion of the development were considered ancillary and not included in the analysis of the adjacent off-site intersections.

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

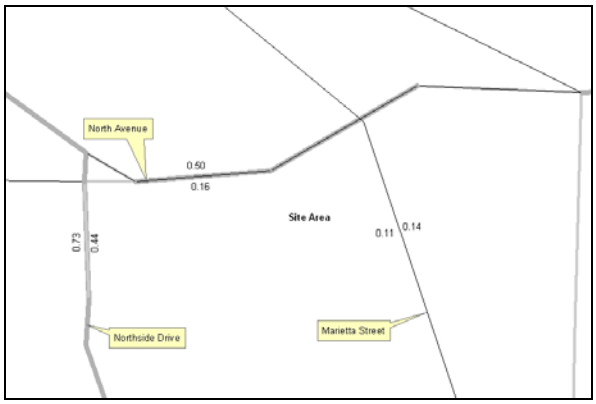
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

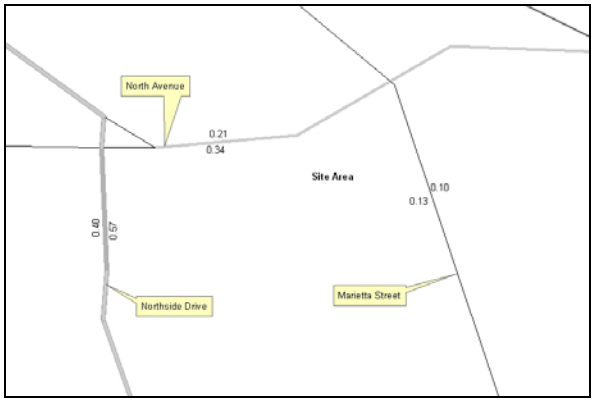
V/C Ratios



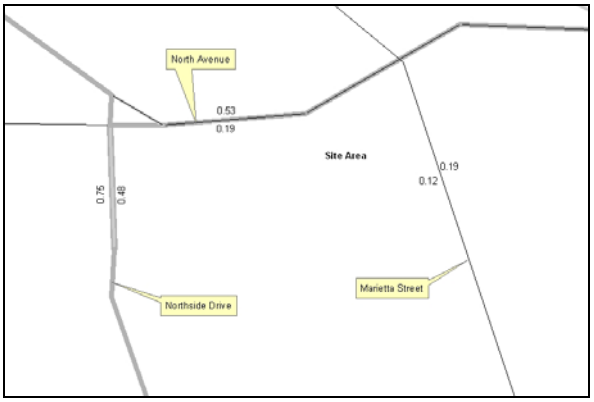
2005 AM Peak



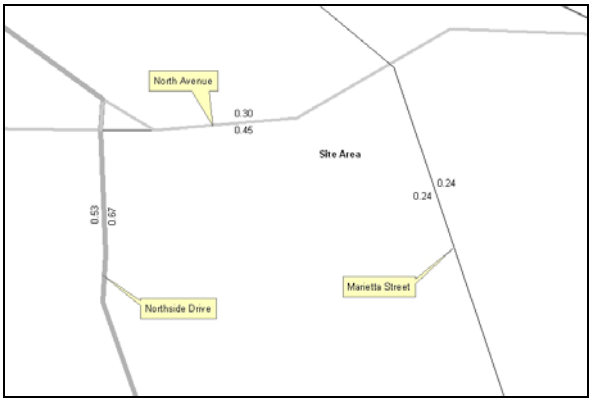
2005 PM Peak



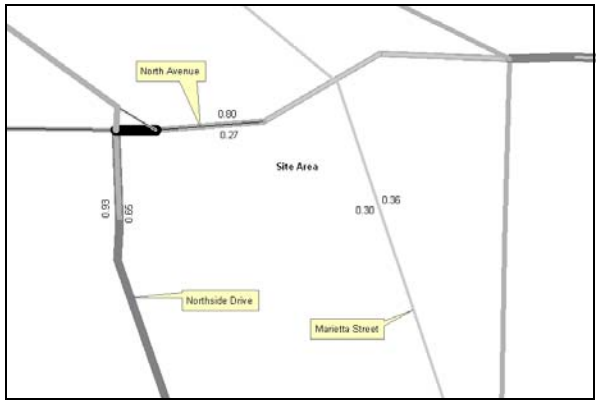
2010 AM Peak



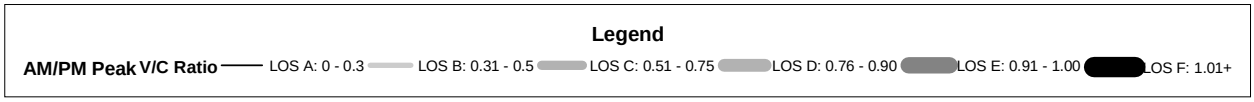
2010 PM Peak



2030 AM Peak



2030 PM Peak



For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 A.M./P.M. peak volume data generated from ARC's travel demand model for Mobility 2030, the 2030 RTP and the FY 2006-2011 TIP, approved in March of 2006. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
N/A	N/A	N/A	N/A

2030 RTP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
AT-064	US 78/278 (D.L. HOLLOWELL PARKWAY)	Bridge Upgrade	2020
AT-186	US 41 (NORTHSIDE DRIVE)	Bridge Upgrade	2014

The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on February 22, 2006.* ***USDOT approved on March 30th, 2006.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Technology Enterprise Park.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

All signalized intersections in the network

- It is suggested that the North Avenue corridor be retimed periodically in order to account for overall shifts in traffic volumes and patterns in the area.

Northyards Boulevard at North Avenue

- Re-stripe northbound approach along Northyards Boulevard to provide a shared northbound left-turn/through lane and an exclusive right-turn lane. The existing total width of the south leg of the intersection is 33 feet wide, which will allow for one southbound receiving lane and two northbound approach lanes, each 11 feet wide. The northbound left-turn/through lane should have 135 feet of storage with a 50 foot taper.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Northside Drive at North Avenue

- Eliminate eastern most signal located along North Avenue, leaving the existing two signals located along Northside Drive to operate as one intersection with westbound right-turn-overlap signal operation. Relocate southbound left-turn lanes to the west, to become adjacent to the existing southbound through lanes.
- Lengthen existing northbound right-turn lanes to 200 feet.

Northyards Boulevard at North Avenue

- At the existing median opening construct an exclusive westbound left-turn lane along North Avenue. The left-turn lane can be accommodated with pavement markings and modifications of the existing concrete median.
- Install a traffic signal with a protected/permitted westbound left-turn signal phase along North Avenue.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

Georgia Tech provides a free shuttle service, the Stinger Green Route, connecting Technology Square with North Avenue. This route will be modified to provide service directly into the proposed project. This service is provided Monday through Friday from 7:15 a.m. till 5:55 p.m. with headways of 15 minutes.

MARTA bus routes 1, 11, 13 and 98 provide service within the vicinity of the proposed site.

- MARTA bus route #1 provides service Monday through Friday from 5:55 a.m. till 11:45 p.m. with headways between 25 and 30 minutes. Service is provided on Saturday from 5:48 a.m. till 11:48 p.m. with 40 minute headways. Sunday service is provided from 7:49 a.m. till 9:45 p.m. with headways of 1 hour and 15 minutes.
- MARTA bus route #11 provides service Monday through Friday from 5:00 a.m. till 11:30 p.m. with headways of 25 minutes. Saturday service is provided from 5:10 a.m. till 11:25 p.m. with 45 minutes headways. Sunday service is provided from 6:30 a.m. till 11:25 p.m. with 45 minute headways.
- MARTA bus route #13 provides service Monday through Friday from 5:05 a.m. till 11:36 p.m. with headways of 20 minutes. Saturday service is provided from 5:45 a.m. till 11:40 p.m. with headways of 30 minutes. Sunday service is provided from 6:00 a.m. till 11:20 p.m. with headways of 30 minutes.
- MARTA bus route #98 provides service Monday through Friday from 6:30 a.m. till 8:31 p.m. with headways of 39 minutes.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **PASSES t**he ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Retail/Office is dominant, FAR >.8	6%	6%
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%

Shuttle service to employment ctr/transit facility	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		**17%**

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The roadway network in this area suffers from high peak hour volume. According to the traffic study, the intersection of Northyards Boulevard and North Avenue will function at an LOS F at build out without implementing the recommended improvements. It is suggested that all recommended improvements be implemented prior to completion of this project to bring this intersection to an LOS B as shown in the traffic study.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.106 MGD.

Which facility will treat wastewater from the project?

Information submitted with the review states that the R.M Clayton plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of R.M.Clayton is listed below

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
No flow limit	122	99	120	2	None. Plan before EPD to permit plant at design capacity consistent with draft Chattahoochee River Model.	Existing Consent Decree with the U.S. EPA and Georgia EPD require CSO and SSO improvements throughout City of Atlanta wastewater system by 2207 and 2014, respectively.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at .225 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE
Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review did not include the amount of solid waste expected to be generated by the proposed development.

Will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE
Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**

- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 22. This tract had a -19.7 percent increase in number of housing units from 2000 to 2005 according to ARC's Population and Housing Report. The report shows that 33 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Haley Fleming

From: Graham, Harry [Harry.Graham@dot.state.ga.us]
Sent: Monday, July 17, 2006 3:42 PM
To: Jeff.Smith@kimley-horn.com
Cc: Haley Fleming; Kris Morley-Nikfar; Gena Wilder; Robin Bechtel; Harry Boxler; Parker.Ellen@kimley-horn.com; Davis, Shanay; Allen, Patrick
Subject: FW: DRI # 1144, Technology Enterprise Park

Jeff:

Please see Shanay's recommendations below.

Harry Graham
District Traffic Operations Manager
Georgia Department of Transportation
Office of Traffic Operations, District 7
404-463-4961 Office
770-986-1016 Fax
harry.graham@dot.state.ga.us

From: Davis, Shanay
Sent: Monday, July 17, 2006 3:31 PM
To: Graham, Harry
Subject: RE: DRI # 1144, Technology Enterprise Park

Harry,

The DRI has been reviewed. Below you will find recommendations for this site:

1) The proposed study intersection Northyards Dr. @ Project Driveway/Technology Circle should not be signalized due to the minimal amount of volume coming from the existing warehouse and Bauder College within the cul-de-sac. Further, this intersection appears to be located at a point wherein it has less than desirable spacing from the existing signals located west of this intersection.

2) If the proposed study intersection North Ave. @ Northyards Dr. is considered for signalizing, the existing signalized intersection Northside Dr. @ North Ave. should be condensed from two traffic signals into one. This intersection should also be expanded in order for one traffic signal to be accommodated. The existing signals along North Ave. are currently in violation of the Department existing requirement for signal spacing.

3) North of Technology Enterprise Park are old railroad bridges that should be considered for removal from the area, along North Ave.

Shanay M. Davis
Civil Engineering Technologist
Georgia Department of Transportation
District 7 Area 3 Construction
940 Virginia Avenue
Hapeville, Georgia 30354
Office: (404) 559-6699
Work Cell: (404) 326-5347
Email: shanay.davis@dot.state.ga.us

From: Graham, Harry
Sent: Thu 7/13/2006 8:10 AM
To: Davis, Shanay
Subject: FW: DRI # 1144, Technology Enterprise Park

Shanay:

Please review and provide an Traffic Operations related comments you may have.

Harry Graham
District Traffic Operations Manager
Georgia Department of Transportation
Office of Traffic Operations, District 7
404-463-4961 Office
770-986-1016 Fax
harry.graham@dot.state.ga.us

From: Jeff.Smith@kimley-horn.com [mailto:Jeff.Smith@kimley-horn.com]
Sent: Tuesday, June 27, 2006 11:20 AM
To: hfleming@atlantaregional.com; kmorley-nikfar@atlantaregional.com; GWilder@GRTA.org; RBechtel@GRTA.org; Graham, Harry; Steven.Lange@am.jll.com; HBoxler@AtlantaGa.Gov; Parker.Ellen@kimley-horn.com; ed.rondeau@realestate.gatech.edu
Subject: DRI # 1144, Technology Enterprise Park

All,

Attached is the revised TEP Pre-App Handout per the comments made at yesterday's meeting. Please let me know if you have any questions.

Thanks,

Jeff B. Smith, EIT

Kimley-Horn and Associates, Inc.
The Biltmore, Suite 915
817 W. Peachtree St, N.W.
Atlanta, Georgia 30308

Tel 404-419-8700
Dir 404-419-8709
Fax 404-419-8701

Your DRI ID NUMBER for this submission is: 1144
Use this number when filling out a DRI REVIEW REQUEST.
Submitted on: 6/19/2006 4:45:57 PM

DEVELOPMENT OF REGIONAL IMPACT
Fulton County Initial DRI Information (Form1b)

This form is intended for use by local governments within the Metropolitan Region Tier that are also within the jurisdiction of the Georgia Regional Transportation Authority (GRTA). The form is to be completed by the city or county government for submission to your Regional Development Center (RDC), GRTA and DCA. This form provides basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Local governments should refer to both the Rules for the DRI Process 110-12-3 and the DRI Tiers and Thresholds established by DCA.

Local Government Information

Submitting Local Government:	City of Atlanta
*Individual completing form and Mailing Address:	Harry Boxler City of Atlanta Bureau of Planning 55 Trinity Ave SW, Suite 3350 Atlanta, GA 30303-0310
Telephone:	404-330-6911
Fax:	404-658-7491
E-mail **(only one)**:	hboxler@atlantaga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	Technology Enterprise Park

Development Type	Description of Project	Thresholds
Mixed Use	Research & Office Park: 641000 rentable SF and Retail/Special Use: 15000 SF	View Thresholds

Developer / Applicant and Mailing Address:	Edmund Rondeau VLP3, LLC 221 Uncle Heinie Way NW Atlanta, GA 30332-0257
Telephone:	404-385-7012
Fax:	404-894-2699
Email:	ed.rondeau@realestate.gatech.edu
Name of property owner(s) if different from developer/ applicant:	
Provide Land-Lot-District Number:	
What are the principal streets or roads providing vehicular access to the site?	Northyards Boulevard
Provide name of nearest street(s) or intersection:	North Avenue

Provide geographic coordinates (latitude/ longitude) of the center of the proposed project (optional):	N 33.76940 / W 84.40190
If available, provide a link to a website providing a general location map of the proposed project (optional). (http://www.mapquest.com or http://www.mapblast.com are helpful sites to use.):	http://us.rd.yahoo.com/maps/extmap;_ylt=AjWVFpNi3ms.6TdZpVwVSWRkDLMF/*-http://maps.yahoo.com/maps_result?addr=North+Ave+Nw+At+Northyards+Blvd+Nw&csz=Atlanta%2C+GA+30318&state=GA&uzip=30318&ds=n&name=&desc=&lat=33.7701&lon=-84.4032&mlt=33.7701&mln=-84.4032&zoomin=yes&BFKey=&mag=2
Is the proposed project entirely located within your local government's jurisdiction?	Y
If yes, how close is the boundary of the nearest other local government?	approx. 5 miles
If no, provide the following information:	
In what additional jurisdictions is the project located?	
In which jurisdiction is the majority of the project located? (give percent of project)	Name: (NOTE: This local government is responsible for initiating the DRI review process.)
	Percent of Project:
Is the current proposal a continuation or expansion of a previous DRI?	N
If yes, provide the following information (where applicable):	Name:
	Project ID:
	App #:
The initial action being requested of the local government by the applicant is:	Variance
What is the name of the water supplier for this site?	City of Atlanta
What is the name of the wastewater treatment supplier for this site?	R. M. Clayton, City of Atlanta
Is this project a phase or part of a larger overall project?	N

If yes, what percent of the overall project does this project/ phase represent?	
Estimated Completion Dates:	This project/phase: 2013 Overall project: 2013

Local Government Comprehensive Plan

Is the development consistent with the local government's comprehensive plan, including the Future Land Use Map?	Y
If no, does the local government intend to amend the plan/map to account for this development?	
If amendments are needed, when will the plan/map be amended?	

Service Delivery Strategy

Is all local service provision consistent with the countywide Service Delivery Strategy?	Y
If no, when will required amendments to the countywide Service Delivery Strategy be complete?	

Land Transportation Improvements

Are land transportation or access improvements planned or needed to support the proposed project?	Y
If yes, how have these improvements been identified:	
Included in local government Comprehensive Plan or Short Term Work Program?	
Included in other local government plans (e.g. SPLOST/LOST Projects, etc.)?	
Included in an official Transportation Improvement Plan (TIP)?	
Developer/Applicant has identified needed improvements?	Y
Other (Please Describe):	

Submitted on: 8/7/2006 11:17:34 AM

DEVELOPMENT OF REGIONAL IMPACT
DRI Review Initiation Request (Form2a)

Local Government Information

Submitting Local Government:	City of Atlanta
Individual completing form:	Michael Fleming
Telephone:	404-330-6965
Fax:	404-658-7491
Email (**only one**):	mfleming@atlantaga.gov

Proposed Project Information

Name of Proposed Project:	Technology Enterprise Park
DRI ID Number:	1144
Developer/Applicant:	Edmund Rondeau, VLP3, LLC
Telephone:	404-385-7012
Fax:	404-894-2699
Email(s):	ed.rondeau@realestate.gatech.edu

DRI Review Process

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	N
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	
If no, the official review process can not start until this additional information is provided.	

Economic Impacts

Estimated Value at Build-Out:	$175,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	---
Is the regional work force sufficient to fill the demand created by the proposed project?	Y
If the development will displace any existing uses, please describe (using number of units, square feet., etc): 41,500 sf warehouse (28,000 sf currently vacant)	

Community Facilities Impacts

Water Supply

Name of water supply provider for this site:	City of Atlanta
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.225 MGD
Is sufficient water supply capacity available to serve the proposed project?	Y
If no, are there any current plans to expand existing water supply capacity?	N
If there are plans to expand the existing water supply capacity, briefly describe below:	
If water line extension is required to serve this project, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	R M Clayton
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.106 MG/D, peak 0.427 MG/D
Is sufficient wastewater treatment capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing wastewater treatment capacity?	N
If there are plans to expand existing wastewater treatment capacity, briefly describe below:	
If sewer line extension is required to serve this project, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	649 (AM) \ 564 (PM)
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	Y
If yes, has a copy of the study been provided to the local government?	Y
If transportation improvements are needed to serve this project, please describe below: Refer to transportation analysis.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	
Is sufficient landfill capacity available to serve this proposed project?	Y
If no, are there any current plans to expand existing landfill capacity?	N
If there are plans to expand existing landfill capacity, briefly describe below:	
Will any hazardous waste be generated by the development? If yes, please explain below:	N

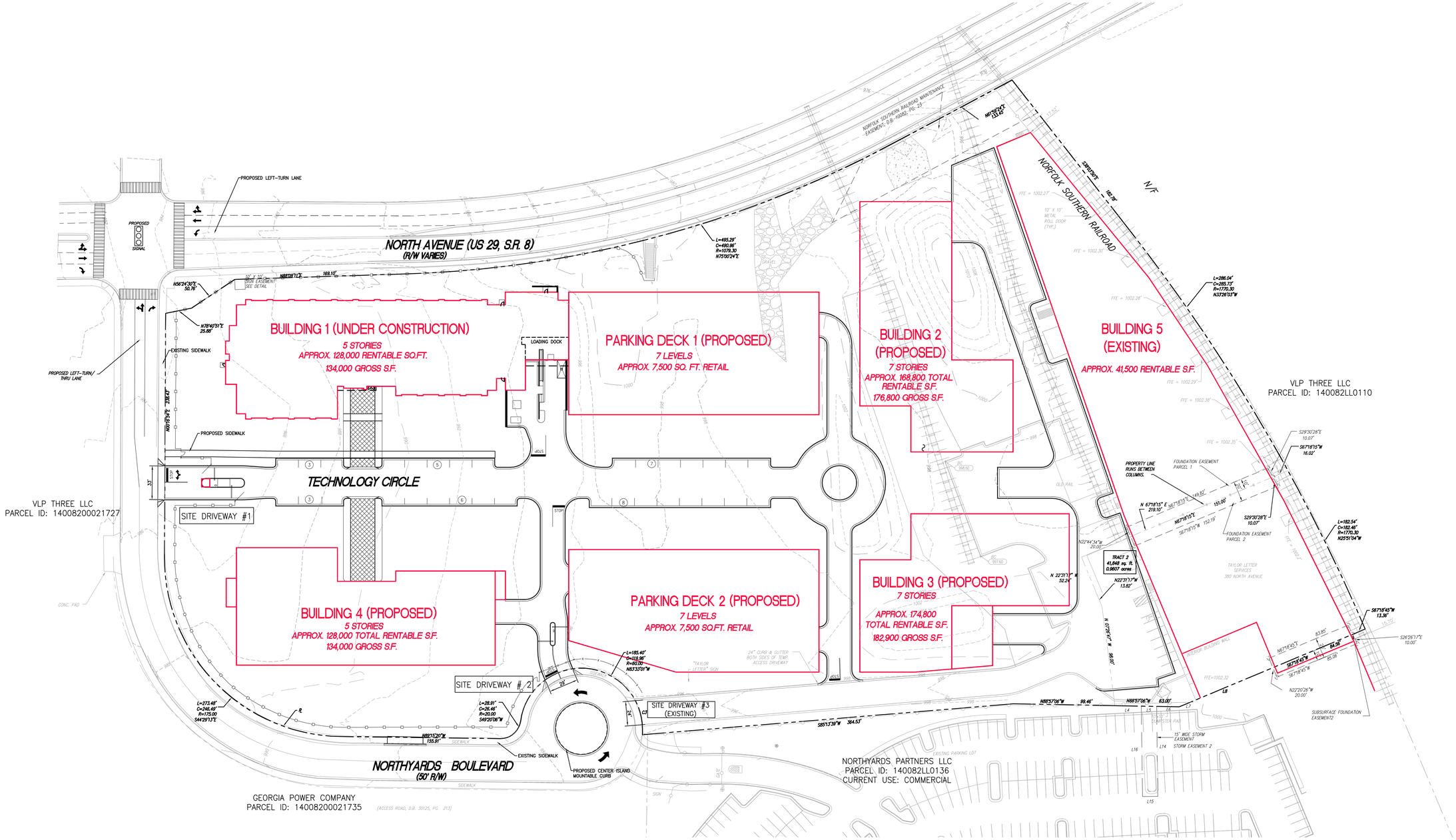
Stormwater Management

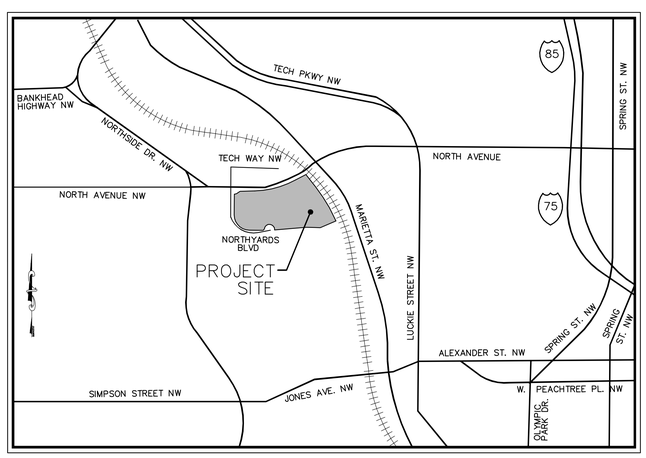
What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	60% ~4.28 acres
Is the site located in a water supply watershed?	N
If yes, list the watershed(s) name(s) below:	
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: Underground detention vault with 70,000 cf of storage capacity. The proposed development will decrease stormwater flow to the city's system to 70% of predeveloped conditions.	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	N
2. Significant groundwater recharge areas?	N
3. Wetlands?	N
4. Protected mountains?	N
5. Protected river corridors?	N
If you answered yes to any question 1-5 above, describe how the identified resource(s) may be affected below:	

Has the local government implemented environmental regulations consistent with the Department of Natural Resources' Rules for Environmental Planning Criteria?	Y
Is the development located within, or likely to affect any of the following:	
1. Floodplains?	N
2. Historic resources?	N
3. Other environmentally sensitive resources?	N
If you answered yes to any question 1-3 above, describe how the identified resource(s) may be affected below:	





LOCATION MAP

NOT TO SCALE

CONTACTS

OWNER:	GATEWAY DEVELOPMENT SERVICES 75 FIFTH STREET, NW SUITE 1000 ATLANTA, GA 30308 PHONE: (404) 214-6910 FAX: (404) 214-6901 CONTACT: BOB DARBY
ARCHITECT OF RECORD:	SMALLWOOD, REYNOLDS, STEWART, STEWART & ASSOCIATES, INC. ONE PIEDMONT CENTER SUITE 303 3565 PIEDMONT ROAD ATLANTA, GA 30305 PHONE: (404) 233-5453 FAX: (404) 264-0929 CONTACT: GREG HICKEY
CIVIL/TRAFFIC ENGINEER:	KIMLEY-HORN AND ASSOCIATES, INC. 817 WEST PEACHTREE STREET, NW THE BILTMORE, SUITE 915 ATLANTA, GA 30308 PHONE: (404) 419-8700 FAX: (404) 419-8701 CONTACT: JENNIFER JOHNSON, P.E.
SURVEYOR:	PRIME ENGINEERING INC. 1888 EMERY STREET, NW ATLANTA, GA 30318 PHONE: (404) 425-7100 CONTACT: JOHN C. BLOUNT, RLS

SITE DATA

ZONING:	I-2 (HEAVY INDUSTRIAL)
SITE ACREAGE:	11.84 ACRES
TOTAL BUILDING SQUARE FOOTAGE:	684,200 R.S.F.
NUMBER OF STORIES/LEVELS	
BUILDING 1:	5
BUILDING 2:	7
BUILDING 3:	7
BUILDING 4:	5
PARKING DECK 1:	7
PARKING DECK 2:	7
OFFICE SQUARE FOOTAGE:	
OFFICE S.F. PER ACRE:	
PARKING SPACES REQUIRED (1 SPACE PER 300 SQ.FT.):	2097
PARKING SPACES PROPOSED:	1232

NOTE: A SPECIAL PARKING REDUCTION HAS BEEN APPROVED FOR BUILDING #1. BUILDINGS 2-4 WILL REQUIRE ADDITIONAL PARKING REDUCTION REQUESTS.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)

1 inch = 40 ft.

Kimley-Horn and Associates, Inc.
817 WEST PEACHTREE ST. NW
SUITE 601
ATLANTA, GEORGIA 30308-1121
Tel: (404) 419-8700
Fax: (404) 419-8701

No.	REVISIONS	DATE	BY
1	VAULT REVISION	07/13/06	LW

GATV
TECHNOLOGY ENTERPRISE PARK
380 NORTH AVENUE
ATLANTA, GEORGIA 30354

GATV MASTER PLAN

GATEWAY DEVELOPMENT
75 FIFTH STREET, NW
SUITE 100
ATLANTA, GA 30308
(404) 214-6910

SCALE (H):	1"=40'
SCALE (V):	NONE
DESIGNED BY:	AP
DRAWN BY:	CT
CHECKED BY:	JJ
DATE:	08/04/06
KHA PROJECT NO.:	019431000
SHEET NUMBER	

Drawing name: T:\019162000_Technology\Enterprise\Park\DRI\Master Plan\Site Plan\VHA Master Site Plan\GATV TECH DRI 07-26-06.dwg DRI SITE Aug 04, 2006 9:42am by: jeff.smith